

**APPENDIX C**

**CARL MOYER AIR STANDARDS ATTAINMENT PROGRAM**

**2008 MULTIDISTRICT LOCOMOTIVE**

**PROJECT APPLICATION**

**February 15, 2008**

## LOCOMOTIVE APPLICATION

**Please print clearly or type all information on this application and on all attachments. Fill out one application for each engine or piece of equipment. All information necessary for completing this application is available in 2008 Carl Moyer Program Guidelines. This document can be viewed at:**

**<http://www.arb.ca.gov/msprog/moyer/moyer.htm>**

**Please note that additional information may be requested from the applicant in order to process this application.**

This application is for incentive funds for the incremental cost of reduced emission technologies for locomotive projects under the Goods Movement category. Funding is available for locomotive emission reduction technologies, including engine repowers and idle-limiting devices (ILD). All projects must be multidistrict projects, achieve emission reductions beyond all regulatory requirements, meet the minimum Carl Moyer Program eligibility criteria described in the 2008 Carl Moyer Program Guidelines and all current Carl Moyer Program Advisories, and comply with the specific requirements of this solicitation. The 2008 Carl Moyer Program Guidelines and Advisories can be viewed at:

<http://www.arb.ca.gov/msprog/moyer/moyer.htm>.

Applicants are required to submit all items in the checklist on page C-2. Project implementation (Appendix H) plans should, at a minimum, indicate who will do the work, whether or not they have successfully completed similar projects in a timely manner, and when the work will be completed. Project cost information, including cost-effectiveness calculations, vendor quotes and other documentation substantiating cost data requested in this application must also be provided. For all Goods Movement projects, applicants must verify the number of annual port or rail yard trips with equipment interchange receipts, driver manifests, or driver pay approval reports.

The first of two applicant workshop will be held Wednesday, March 5, 2008, from 10:00 a.m. to 4:00 p.m. in the Sierra Hearing Room at the Air Resources Board facility located at 1001 I Street, Sacramento, California. Applicants choosing to participate may do so in person or via webcast. The second applicant workshop will be held in Southern California. Information for this workshop is to be announced on our webpage at:

<http://www.arb.ca.gov/msprog/moyer/moyer.htm>

The intent of the workshop is to provide potential project applicants with an opportunity to ask clarifying questions regarding general project requirements and specific technology questions. Written questions submitted before the workshop will be given priority. Questions may be e-mailed to Ms. Grace Garcia at [ggarcia@arb.ca.gov](mailto:ggarcia@arb.ca.gov), or faxed to Ms. Garcia at (916) 322-3923. The questions and answers will be posted and updated regularly on the ARB website. Questions asked after the workshop will be answered and posted on the internet on a staff availability basis. Any verbal communication with an ARB employee concerning this solicitation is not binding on the State and shall in no way alter a specification, term or condition of the solicitation.

In accordance with the Guidelines, applicants must disclose if they have applied for or received public financial assistance that reduces the project cost, including tax credits or deductions, grants, or any other public financial assistance given for the vehicles and engines listed in this application. The applicant must reduce the incremental cost of the

project by the amount of any current financial incentive received. Any applicant failing to report additional funding for this project may be banned from future participation in the Carl Moyer Program and be subject to criminal sanctions.

A background check on each vehicle will be made to determine if there are any outstanding fines from snap-acceleration test violations. If the vehicle does have outstanding fines, funding will be withheld until the owner provides proof that the fines have been paid and submit documentation showing how and when the problem was corrected. If a participating diesel engine is required to have a software upgrade (i.e., chip reflash), the upgrade must be completed (and the proper sticker applied to the engine) before funding may be received

One original plus two copies of the application packet must be signed by the applicant(s) and must be received by ARB **no later than 5:00 April 11, 2008**. Final project selection will be completed by **June 6, 2008**, and successful applicants will be notified immediately. Questions regarding the application process should be directed to Ms. Grace Garcia at (916) 323-2781.

### **CHECK LIST FOR APPLICATION ITEMS**

**Be sure the following items are included with the application submittal. Check each applicable box below to indicate inclusion of material.**

- ☐ Completed and signed application.
- ☐ Project implementation plan (see Appendix H of this multidistrict solicitation).
- ☐ Project cost documentation including vendor quotes and other substantiating data to support cost estimates provided in this application.
- ☐ Calculations of project cost-effectiveness and emission reductions (see Appendices C and E of the 2008 Carl Moyer Program Guidelines).
- ☐ Documentation from a retrofit/engine vendor stating that the equipment can be installed safely.
- ☐ ARB Executive Order Number for new engine (if Engine Certified to Alt NOx Standard) and retrofit device.
- ☐ Verification of the number of port or rail yard trips (for Goods Movement projects) such as equipment interchange receipts, driver manifests, or driver pay approval reports.

### **Eligibility Criteria**

To be eligible for funding, projects must meet the criteria described in the 2008 Carl Moyer Program Guidelines and all current Carl Moyer Program Advisories. These criteria include, but are not limited to, the following:

- Emission reductions obtained through Carl Moyer Program projects must not be required by any federal, state or local regulation, memorandum of agreement/understanding with a regulatory agency, settlement agreement, mitigation requirement, or other legal mandate.
- Projects must meet a cost-effectiveness of \$16,000 per weighed ton of NOx, ROG, and PM10 reduced calculated in accordance with the cost-effectiveness methodology in Appendix C of the 2008 Guidelines. All state funds plus any other funds under a district's budget authority or fiduciary control contributed toward a project must be included in the cost-effectiveness calculation.
- Projects must have a minimum project life of three years, except for engines subject to the Stationary Diesel In-Use Agricultural Engine Airborne Toxic Control Measure, which must have a minimum project life of one year.
- The maximum project life for locomotive projects are as follows:
  - New Purchase 20 years
  - Locomotive Idle-Limiting Device 10 years
  - Remanufacture Kit 6 years
  - Locomotive Repower 10-20 years
- No emission reductions generated by the Carl Moyer Program shall be used as marketable emission reduction credits, or to offset any emission reduction obligation of any person or entity.
- No project funded by the Carl Moyer Program shall be used for credit under any federal or state emission averaging banking and trading program.
- Funded projects must have at least 75 percent of their operation take place in California.
- Emission reduction technologies must be certified/verified by the ARB for sale in California and must comply with durability and warranty requirements. For the purposes of the Carl Moyer Program, a technology granted a conditional certification/verification by ARB is considered certified/verified.

**Additional criteria may be found in the 2008 Carl Moyer Program Guidelines, Chapter 2 and Chapter 8, Section IV.**

**A. APPLICANT INFORMATION**

1. Company name/ Organization name/ Individual name:	
2. Business type:	
3. Contact name and title:	
4. Person with contract signing authority (if different from above):	
5. Business mailing address and contact information:	
a. Street:	b. City/State/Zip:
c. Phone: (     )                      Ext:	d. Fax: (     )
e. E-mail:	
6. How many locomotives/ILDs/remanufacture kits are included in this application?	
7. Total funding amount requested in this application:	

**B. FUNDING DISCLOSURE**

1. Have any pieces of equipment or locomotives listed in this application applied for or been awarded Carl Moyer Program funding or other grants?  <input type="checkbox"/> Yes <input type="checkbox"/> No
2. If "yes", complete the following for each engine or vehicle:
Agency applied to:
Date/Number of Agency Solicitation:
Funding Amount Requested:
Old Engine Serial Number:
Status:

**For each engine or vehicle, please complete sections C, D, E, F, G, H or I (as appropriate). Please include project cost documentation including vendor quotes and other substantiating data to support cost estimates provided in this application.**

### C. BASELINE LOCOMOTIVE INFORMATION *(for ILD or remanufacture/repower project only)*

1. Railroad Class: <input type="checkbox"/> Class 1 <input type="checkbox"/> Class 3 <input type="checkbox"/> Passenger	
2. Locomotive Type (circle one): <div>             a. Line Haul             b. Traditional Switcher           </div> <div>             c. Alternative Technology Switcher             d. Passenger           </div>	
3a. Locomotive Make:	b. Locomotive Model:
c. Locomotive Horsepower:	d. Locomotive Model Year:
e. Locomotive Serial Number:	f. Fuel Type:
4a. Engine Make:	b. Engine Model:
c. Engine Year:	d. Engine Serial Number:

#### D. ACTIVITY INFORMATION

1. Does the project locomotive already have a functioning automatic engine start-stop (AESS)/ ILD installed?	
<input type="checkbox"/> YES	<input type="checkbox"/> NO
2. Total Annual Gallons of Fuel Consumed:	
3. Will a functioning hour meter be installed as part of this project?	
<input type="checkbox"/> YES	<input type="checkbox"/> NO
4. Project address (if different from business address):	
5. Percent Operation in California:	
6. List the counties in California in which the locomotive operates and the percent of operation in each county:	
7. Project Life:	
<input type="checkbox"/> Maximum allowable	<input type="checkbox"/> Other: ____ years

**E. ELECTRONIC MONITORING UNIT (EMU)**

1. Will a new EMU be installed as part of this project? <input type="checkbox"/> YES <input type="checkbox"/> NO		
2a. EMU Make:	b. EMU Model:	c. EMU Model Year:
d. EMU ID Number (if available):		e. EMU Cost:

**F. ALTERNATIVE TECHNOLOGY SWITCHER NEW PURCHASE PROJECT ONLY**

1a. New Locomotive Make:	b. New Locomotive Model:
c. Total Horsepower:	d. New Locomotive Model Year:
2. New Locomotive Engine Family: <i>(Notes: New locomotive must achieve 3.0 g/bhp-hr NO<sub>x</sub> and 0.1 g/bhp-hr PM. Please include U. S. EPA Certificate of Conformity for New Locomotive)</i>	
3. New Locomotive Cost:	
4. New Locomotive Fuel Consumption (if different from baseline):	

**G. REPOWER PROJECTS ONLY**

1a. Reduced Emission Engine Make:	b. Reduced Emission Engine Model:
c. Reduced Emission Engine Serial Number (if available):	
d. Reduced Emission Engine Horsepower:	
2. Reduced Engine Family (for U. S. EPA certified engine):	
3. Baseline Engine Rebuild Cost:	
4a. Reduced Emission Engine Cost:	
b. Reduced Emission Engine Installation Cost:	
c. Reduced Emission Engine Vendor (optional):	
d. Reduced Emission Engine Installer (optional):	

**H. LOCOMOTIVE IDLING LIMITING DEVICE OR ENGINE REMANUFACTURE KIT**

1. For AESS/ ILD Projects:	
a. AESS Make:	b. AESS Model:
c. AESS Year:	d. AESS ID Number:
e. AESS Capital Cost:	f. AESS Installation Cost:
2. For Engine Remanufacture Kits <i>(please include U. S. EPA Certificate of Conformity for Remanufacture Kit)</i>	
a. Remanufacture Kit Make:	
b. Remanufacture Kit Model:	
c. Engine Family:	
d. U.S. EPA Certified Locomotive Emission Level: <input type="checkbox"/> Tier 0 <input type="checkbox"/> Tier 1 <input type="checkbox"/> Tier 2	
e. Remanufacture Kit Cost:	

**I. FUNDING AMOUNT REQUEST**

1. Total Amount Requested for this Piece of Equipment: <input type="checkbox"/> Maximum allowable <input type="checkbox"/> Other: \$_____
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## APPLICANT CERTIFICATION

Please initial the following **when applicable**:

1. \_\_\_\_\_ I hereby certify that all the information provided in this application, including any attachments, and the following criteria are true and correct.
2. \_\_\_\_\_ My equipment operates in more than one air district.
3. \_\_\_\_\_ If selected I will follow the project implementation plan that I submitted with the application.
4. \_\_\_\_\_ My company is considered a small business as defined in Government Code Section 14837.
5. \_\_\_\_\_ My equipment operates in designated environmental justice areas.
6. \_\_\_\_\_ I have no outstanding air pollution OR other environmental violations/citations.
7. \_\_\_\_\_ My equipment is currently not being funded by another public funding source/grant.

ARB staff reserves the right to automatically reject/disqualify applications that contain such erroneous information, and applicants may be denied future participation in any other ARB incentive/grant programs.

Signature of Responsible Party:	Date:
Applicant Name (please print):	Date:

### Third Party Certification

**I have completed the application, in whole or in part, on behalf of the applicant (Applicant must also sign-off the certification box above).**

Printed Name of Third Party:	Title:
Signature of Third Party:	Date:
Amount Being Paid for Application Completion in Whole or Part:	Source of funding to 3 <sup>rd</sup> party: